

AN AMENDMENT TO
**THE COMPREHENSIVE PLAN
 FOR FAIRFAX COUNTY, VIRGINIA
 2003 EDITION**

GENERAL LOCATION: Parcels on both sides of Barnsfield Road, south of Air & Space Museum Parkway

PARCEL LOCATION: South of Wall Road, east of Sully Road, west of Centreville Road

PLANNING AREA AND DISTRICT: III, Dulles Suburban Center

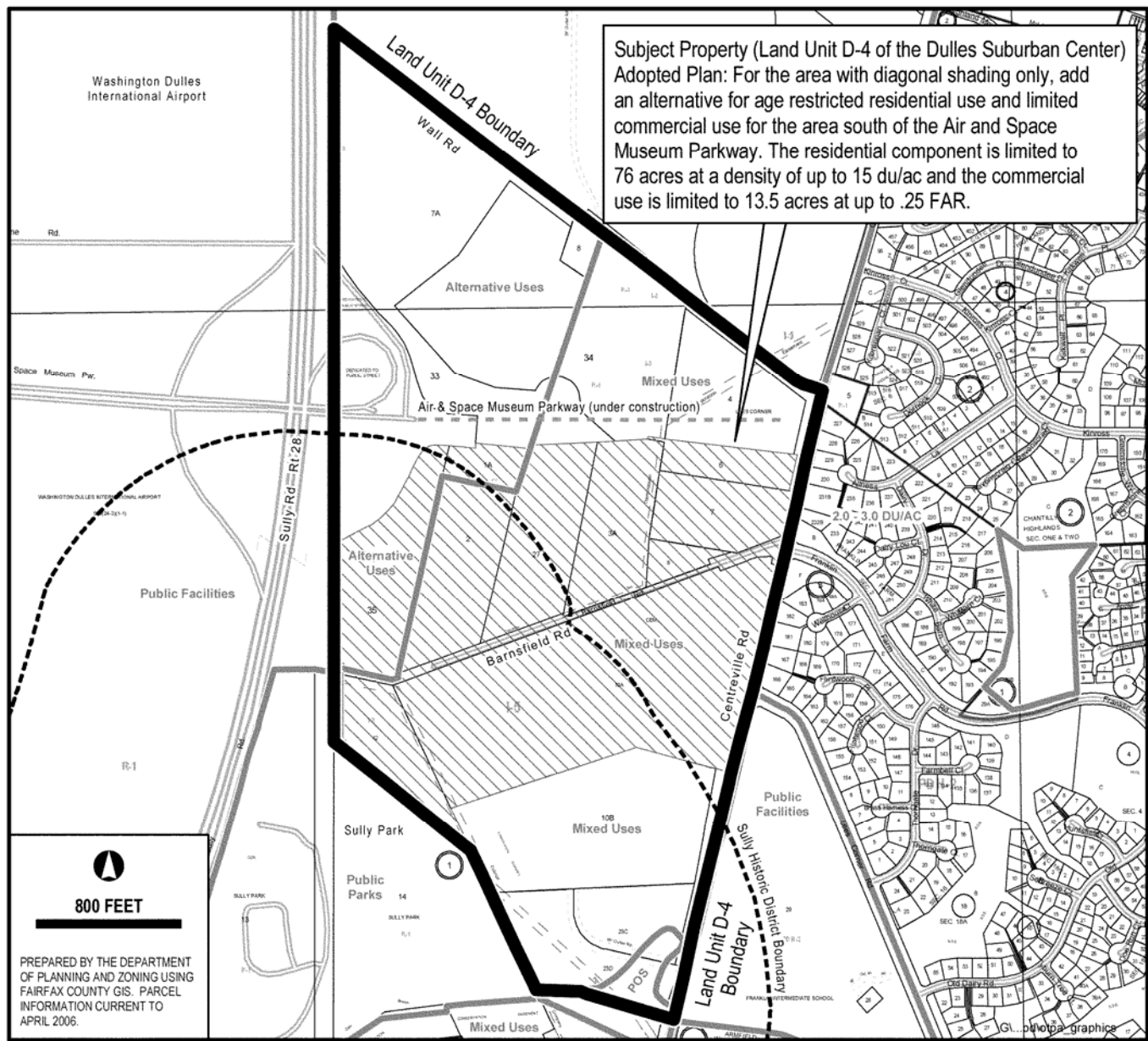
SUPERVISOR DISTRICT: Sully

ADOPTED: May 1, 2006

ITEM NO. S03-III-DS1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380

FAIRFAX COUNTY,
 VIRGINIA



AMENDMENT TO THE COMPREHENSIVE PLAN (2003 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strike through~~.

MODIFY: Fairfax County Comprehensive Plan, 2003 Edition, Area III, Dulles Suburban Center as amended through 6-20-2005, Dulles Suburban Center Land Unit Recommendations, Land Unit D-4, Land Unit D-5, and Land Unit E-1 Pages 79-86, and page 89, as follows:

LAND UNIT D-4**“CHARACTER**

Land Unit D-4 consists of 157 acres and is bounded on the north by Wall Road, on the west by Route 28, on the southwest and south by the Sully Historic Site Park and on the east by Centreville Road (Figure 19). This land unit contains a portion of the Sully Historic Overlay District, a few scattered warehousing and industrial uses and a large outdoor storage operation north of Barnsfield Road. In addition, about two-thirds of the land unit remains vacant. Cain Branch of Cub Run crosses the southeastern portion of this land unit.

RECOMMENDATIONS**Land Use**

1. The southern portion of this land unit lies within the Sully Historic Overlay District. Within this overlay district, certain regulations and restrictions apply to protect the Sully landmark and to control development and uses that would have visual and operational impacts on the Sully complex and its environs. These restrictions and regulations include ~~a prohibition on commercial uses, a limitations on commercial and industrial uses to those permitted in the I-4 District, and a limitation on residential uses to single-family, detached units.~~ Other regulations apply and are discussed in Land Unit D-5 with the complete provisions listed in Appendix 1, A1-300 of the Zoning Ordinance.
2. As regulated by the Zoning Ordinance provisions for the Sully historic district, the portion of this land unit located south and east of the extension of Air and Space Museum Parkway is planned for high-quality, campus-style office and high-quality industrial/flex uses up to .35 FAR as its base Plan recommendation. Retail uses and support services may be appropriate only as secondary or ancillary uses to the office and industrial/flex primary uses. These ancillary service uses should not exceed 20 percent of the primary uses and should be designed to serve the

employees and residents of Land Unit D-4. These ancillary and retail uses should not constitute a retail shopping center.

As an alternative to this base Plan recommendation, Parcels 34-2 ((1)) 1A, 2, 3A, 6, 7, 8, 10A, 27 and 35, which total approximately 89.5 acres, may be appropriate for age-restricted residential use and limited commercial use, provided that consolidation, at a minimum, includes Parcels 34-2 ((1)) 1A, 2, 3A, 10A, 27 and 35. If Parcels 34-2 ((1)) 6, 7 and 8, however, are not part of this assemblage, these parcels are planned at the base plan level of office and industrial/flex use at .35 FAR. The residential portion of the development should encompass approximately 76 acres at a density up to 15 units per acre exclusive of ADU and bonus units. Commercial use consisting of retail, hotel and office use at an intensity up to .25 FAR may be appropriate on approximately 13.5 acres. For any development proposal under this alternative, the following conditions should be met:

- Residential use is limited to housing restricted to those 55 years and older. A mix of unit types should be provided. Between 10 to 12% of the total number of units should be affordable dwelling units. These units may be integrated throughout the development or as an elderly housing component located within a single building provided that the building is integrated within the development through the use of architecture and open space. Consideration may be given to the development of some of the affordable units as work force housing;
- Retail, office, and hotel uses that will serve residents, tourists, and employees in the area should be of high visual quality that complements the Sully Historic District and the new residential development and should be oriented to both Air and Space Museum Parkway and Sully Historic Way. This retail should not be configured in such a way as to constitute a regional or community shopping center, a regional mall or a “big box” retail center;
- Development should occur in a manner that minimizes impacts on existing residential neighborhoods along the east side of Centreville Road. Building heights and building mass should be reduced in this area. Fronts of units should be oriented to Centreville Road and landscaping and screening should be used to provide an attractive streetscape and enhance the appearance of any development along Centreville Road. No retail sales or service uses should be located within 600 feet of Centreville Road;
- Transportation improvements should include the new entrance road to Sully Plantation and an internal roadway system that provides for the circuitous connection of Air and Space Museum Parkway with Centreville Road as called for in the Transportation section of this Plan;

- In instances where residential use under this option will be adjacent to areas zoned for industrial use, a minimum 50-foot wide landscaped buffer should be provided unless the property is committed to institutional, park and other more compatible use. In addition, disclosure regarding the proximity of these industrial properties should be provided;
 - Amenities such as a community center, trails, recreation facilities, usable open spaces and other features should be provided to create a pedestrian friendly community with public open spaces such as plazas and parks provided throughout the development;
 - Airport and roadway noise should be attenuated. Disclosure regarding the proximity to the Dulles Airport should be provided as set forth in the Policy Plan;
 - Fences along Centreville Road, if any, shall be for decorative purposes only and should provide for views into the development;
 - Low impact development techniques should be employed where feasible and stormwater management ponds or facilities should be designed to function as amenities through the use of landscaping and other features; and,
 - Parcel 34-2((1))12 is dedicated to, or acquired for, the Fairfax County Park Authority to ensure protection of Sully Historic Site resources and preservation of the original plantation boundary line.
- ~~3. As an alternative Parcel 24-4((1))7A and Parcels 34-2((1))1, 1A, 3, 3B and 10A are planned for office use up to .50 FAR that may include hotel, and support retail, uses. A visitors center providing information about the attractions in the area, including Sully Plantation and the Air and Space Museum Annex, may also be appropriate on this site. Development proposals should be designed to achieve the following:~~
- ~~• Retail and other uses that will serve tourists, such as hotel, cultural facilities, restaurants and entertainment uses, should be of high visual and architectural quality and oriented to Route 28;~~
 - ~~• Retail development will not constitute a regional, community or neighborhood shopping center, a regional mall, or a power center;~~
 - ~~• Development should occur in a manner that will minimize impacts on existing residential neighborhoods on the east side of Centreville Road. Mitigation measures will include reducing development intensity and scale along Centreville Road and the use of landscaping and screening to~~

~~enhance the appearance of the development from Centreville Road. No freestanding retail sales or service uses will be located within 600 feet of Centreville Road;~~

- ~~• The existing cemeteries located on the subject properties should be preserved;~~
- ~~• Development of the site will conform to the provisions of the Sully Historic Overlay District. It is noted that implementation of this recommendation may involve a request to revise the Sully Historic Overlay District; and~~
- ~~• Traffic generated by this alternative should be mitigated.~~

3. The portion of this land unit located north and west of Air and Space Museum Parkway, Parcels 34-2((1))33 and 34 and Parcel 24-4((1))8 are planned for office use up to .50 FAR. Hotel and support retail use may also be considered.
4. ~~Development of this land unit should incorporate recreation areas to serve employees and nearby residents. Such recreational uses would greatly enhance the attractiveness of this area for private industry and nearby residents as well as complement the Sully Historic Site and district.~~
5. ~~As an option, hotel uses may be appropriate in the land unit. These uses should be compatible with planned high quality office and industrial development and should permit adjacent land to develop in conformance with the recommendations of the Comprehensive Plan.~~
6. ~~As an option, a mixed use development including a golf course or a hotel may be appropriate. Such development should incorporate the conditions of recommendations 3, 4, and 5. If feasible, redevelopment of the existing uses within the Sully Historic Overlay District to become part of a golf course should be encouraged.~~
7. ~~Land uses which support southern Dulles Airport Sector development such as the future Smithsonian Air and Space Museum or similar institutions and a future southern terminal should be encouraged. However, access to Dulles Airport and the proposed Air and Space Museum or other facilities should not be allowed to adversely affect and disrupt stable residential neighborhoods.~~

Development of public or private recreation uses in this land unit are appropriate ~~should incorporate recreation areas~~ to serve employees and nearby residents. Such recreational uses would greatly enhance the attractiveness of this area for private industry and nearby residents as well as complement the Sully

Historic Site and district.

Transportation

Access to the current use on Parcel 34-2((1))23A 23C within the overlay district is to be reoriented to the interparcel access road when the roadway is built.

~~The Virginia Department of Transportation has approved design of a full, grade separated interchange to connect Barnsfield Road to Route 28. This interchange will be necessary to accommodate demand at such time as the Smithsonian Institution Annex is built or additional public access is provided to Dulles Airport from Route 28.~~

It is appropriate to provide principal access from Route 28 for the primary use or ~~either~~ optional use recommended in the Land Use recommendations above. Secondary access should be provided from Centreville and Wall Roads by indirect routing through the land unit. Route 28 should not be directly connected to Centreville Road via an extension of Barnsfield Road without further study and further modification of this Plan. Studies regarding secondary access to Centreville Road should continue to discourage business and commuter traffic from using residential streets of proximate communities located east of Centreville Road.

~~In the event that substantial development occurs in this land unit before construction of the Barnsfield Route 28 interchange, interim at grade access should be permitted to Route 28.~~

The interchange design provides for a new access to the Sully Historic Site to the south, and termination of the Route 28 median break and traffic signal now serving the Sully site. ~~In the event interim, at grade access is provided to Route 28 at Barnsfield Road, the traffic analysis should include review of the access to the Sully Historic Site.~~

Heritage Resources

1. Part of the Sully Historic Overlay District lies within this land unit. Regulations and restrictions for this overlay district are discussed in Land Unit D-5. If there appears to be a conflict between Plan text and the provisions of the Sully Historic Overlay District, the overlay district regulations should be used to determine the appropriate guidance for the development of land within the historic district.

The provisions of the Sully Historic Overlay District have been adopted to protect Sully structures and grounds and to control development and uses that would have visual and operational impacts on the Sully complex and its environs. ~~Residential development within the district is limited to~~

~~single-family detached units. No commercial uses are permitted.~~ Industrial and commercial uses are limited to those specified by the Overlay Zoning District regulations permitted in the I-4 District by right, special exception or special permit. The maximum height of freestanding signs should not exceed ten feet and maximum building height is ~~35 feet~~ 65 feet within the outer 500 ft. of the Historic District boundaries subject to a Special Exception. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, and public and private utilities, should be designed and installed to be compatible with the Sully complex in terms of mass, scale, color and visual impact. A planted buffer having a 200 foot minimum is required to be provided along lot lines which are contiguous to the Sully property. All proposed development within the historic district must be reviewed by the Architectural Review Board and should be preceded by an archeological survey.

2. Turley Hall, an historic house, was located within this land unit south of Barnsfield Road. At a minimum, recordation of significant heritage resources on the site is recommended.
3. Development and/or roadway construction must protect the two known cemetery sites along the current Barnsfield Road: the Wilcoxsen family pre-Civil War cemetery and the nearby slave cemetery.
4. Archeological and historical studies should be conducted to determine the relationship between Sully and the Turley Hall site.

Parks and Recreation

It is desirable that development within the Historic District provide for dedication of Parcel 34-2((1))12, or a permanent open space easement thereon, to the Fairfax County Park Authority to ensure protection of Sully Historic Site resources and preserve the original plantation boundary line.

Greenways/Trails

The countywide trail should continue south ~~on the~~ as an 8 ft. asphalt trail on the east side of Centreville Rd. and a 5 ft. concrete sidewalk on the west side of Centreville Road. It may be desirable to provide a pedestrian trail parallel to the Cain Branch Stream Valley eastward to the Benjamin Franklin Intermediate School to provide controlled access for student groups going to Sully.

Trails planned for this land unit are delineated on Figure 10 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the land unit. In addition, the map specifies either a pedestrian or bicycle classification for each segment, which represents the desired ultimate function of that trail. For new

trails, specific construction requirements are detailed in the Public Facilities Manual.”

LAND UNIT D-5

CHARACTER

Land Unit D-5 consists of approximately 140 acres and is bounded on the west by Route 28, on the northeast by Land Unit D-4 and substantial amounts of vacant land, and on the south and southeast by Land Unit E-1 (Figure 20). This land unit contains the Sully Historic Site on land owned by the Fairfax County Park Authority and is located entirely within the Sully Historic Overlay District. The remaining area within this land unit is part of the Dulles Airport property. The Park Authority has a formal agreement with the Airport Authority to conduct archeological exploration on approximately 60 acres located within this land unit south of the Park Authority property.

RECOMMENDATIONS

Land Use

1. This land unit contains the Sully Historic Site and Heritage Resource Park which is listed on both the National Register of Historic Places and the Virginia Landmarks Register. Parcels 34-2((1))13 and 14 are planned for public park uses as shown on the Comprehensive Plan Map. This property is administered by the Fairfax County Park Authority, which operates it as a public Countywide Heritage Resource Park. The land adjacent to Cain Branch south of the park is planned for private open space. The remaining land in this land unit is planned for public facilities, governmental and institutional uses and is part of the Dulles Airport property.
2. This land unit is almost entirely located within the Sully Historic Overlay District and is subject to the provisions of the Sully Historic Overlay District. Regulations and restrictions for this district are discussed below.
3. Land uses which support southern Dulles Airport sector development such as the future Smithsonian Air and Space Museum Annex or similar institutions and a future Dulles Airport southern terminal should be encouraged.

Transportation

Transit should serve the Sully Historic Site and a transit stop is desirable. Any transit facility in the area should be developed in such a way as to mitigate any negative visual impacts on the Sully Historic District.

Heritage Resources

Land Unit D-5 and portions of Land Units D-4 and E-1 are located within the Sully Historic Overlay District. The provisions of the Sully Historic Overlay District (Appendix 1, A1-300, Part 3 of the Zoning Ordinance) have been adopted to protect Sully structures and grounds and to control development and uses that would have visual and operational impacts on the Sully complex and its environs. ~~Residential development within the district is limited to single family detached units. No commercial uses are permitted.~~ Industrial and commercial uses are limited to those specified by the Overlay Zoning District regulations permitted in the I-4 District by right, special exception or special permit. The maximum height of freestanding signs should not exceed ten feet and maximum building height is 35 feet. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, and public and private utilities, should be designed and installed to be compatible with the Sully complex in terms of mass, scale, color and visual impact. A planted buffer having a 200 foot minimum is required to be provided along lot lines which are contiguous to the Sully property. All proposed development within the historic district must be reviewed by the Architectural Review Board and should be preceded by an archeological survey.

Parks and Recreation

Complete development of Sully Historic Site, to include a new entrance road from the relocated Barnsfield Road interchange area and the planned visitor information and conference center. Seek conveyance to the Fairfax County Park Authority of all federal land currently administered by the Park Authority under agreement with the Metropolitan Washington Airports Authority.

Conduct archeological and historical studies to determine the relationship of Sully and Turley Hall. If significant Sully-related relationships or artifacts are discovered, seek expansion of Sully Historic Site Park to include appropriate parts of the Turley Hall property.

Greenways/Trails

Trails planned for this land unit are delineated on Figure 10 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the land unit. In addition, the map specifies either a pedestrian or bicycle classification for each segment, which represents the desired ultimate function of that trail. For new trails, specific construction requirements are detailed in the Public Facilities Manual.

As a critical component of the Greenway system, non-vehicular access

should be provided via the countywide trail between Sully and the future Smithsonian Air and Space Museum Annex across Route 28.

LAND UNIT E-1

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Heritage Resources

The Sully Historic Overlay District in the Zoning Ordinance provides development guidance in addition to the land use guidelines stated above in Land Use Recommendations. (See Zoning Ordinance, section A1-300). If there appears to be a conflict between Plan text and the provisions of the Sully Historic Overlay District, the overlay district should be used to determine the appropriate guidance for development of land.

The provisions of the Sully Historic Overlay District have been adopted to protect Sully structures and grounds and to control development and uses that would have visual and operational impacts on the Sully complex and its environs. ~~Residential development within the district is limited to single-family detached units. No commercial uses are permitted.~~ Industrial and commercial uses are limited to those specified by the Overlay Zoning District regulations permitted in the I-4 District by right, special exception or special permit. The maximum height of freestanding signs should not exceed ten feet and maximum building height is 35 feet. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, and public and private utilities, should be designed and installed to be compatible with the Sully complex in terms of mass, scale, color and visual impact. A planted buffer having a 200 foot minimum is required to be provided along lot lines which are contiguous to the Sully property. All proposed development within the historic district must be reviewed by the Architectural Review Board and should be preceded by an archeological survey.

PLAN MAP: The Comprehensive Plan map will not change.